

13th, 14th, and 17th Coast Guard Districts. Foreign marine information is also included in these notices. These notices are available without charge from the U.S. Naval Oceanographic Office, Washington, DC 20390, Branch Oceanographic Offices, U.S. Collector of Customs of the major seaports in the United States and are also on file in the U.S. Consulates where they may be inspected.

(d) As appropriate for the intended voyage, all vessels must carry adequate and up-to-date:

- (1) Charts;
- (2) Sailing directions;
- (3) Coast pilots;
- (4) Light lists;
- (5) Notices to mariners;
- (6) Tide tables;
- (7) Current tables; and
- (8) All other nautical publications necessary.<sup>1</sup>

[CGFR 66-33, 31 FR 15268, Dec. 6, 1966, as amended by CGFR 68-32, 33 FR 5714, Apr. 12, 1968; CGD 75-074, 42 FR 5963, Jan. 31, 1977; CGD 88-070, 53 FR 34534, Sept. 7, 1988]

#### **§ 35.20-5 Draft of tankships—T/OC.**

The master of every tankship shall, whenever leaving port, enter the maximum draft of his vessel in the logbook.

#### **§ 35.20-7 Verification of vessel compliance with applicable stability requirements—TB/ALL.**

(a) Except as provided in paragraph (d) of this section, after loading and prior to departure and at all other times necessary to assure the safety of the vessel, the master or person in charge shall determine that the vessel complies with all applicable stability requirements in the vessels's trim and stability book, stability letter, Certificate of Inspection, and Load Line Certificate, as the case may be. The vessel may not depart until it is in compliance with these requirements..

(b) When determining compliance with applicable stability requirements the vessel's draft, trim, and stability must be determined as necessary.

(c) If a log book is required by § 35.07-5, then the master or person in charge

must enter an attestation statement verifying that the vessel complies with the applicable stability requirements at the times specified in paragraph (a) and any stability calculations made in support of the determination must be retained on board the vessel for the duration of the voyage.

(d) Stability verification is not required for tank barges whose Certificate of Inspection carries draft restrictions for purposes other than stability.

[CGD 88-037, 57 FR 41821, Sept. 11, 1992]

#### **§ 35.20-10 Steering gear test—T/ALL.**

On all tankships making voyages of more than 48 hours' duration, the entire steering gear, the whistle, the means of communication, and the signaling appliances between the bridge or pilothouse and engineroom shall be examined and tested by a licensed officer of the vessel within a period of not more than 12 hours before leaving port. All such vessels making voyages of less than 48 hours' duration or operating on lakes, bays, sounds, and rivers shall be so examined and tested at least once in every week. The fact and time of such examination and test shall be recorded in the ship's logbook.

#### **§ 35.20-20 Master's and officer's responsibility—TB/ALL.**

Nothing in this part shall exonerate any master or officer in command from the consequences of any neglect to keep a proper lookout or the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

#### **§ 35.20-30 Flashing the rays of a searchlight or other blinding light—T/ALL.**

No person shall flash, or cause to be flashed, the rays of a search light or other blinding light onto the bridge or into the pilothouse of any vessel under way.

[CGD 95-027, 61 FR 26000, May 23, 1996]

#### **§ 35.20-35 Whistling—T/ALL.**

The unnecessary sounding of a vessel's whistle is prohibited within any harbor limits of the United States.

[CGD 95-027, 61 FR 26000, May 23, 1996]

<sup>1</sup> For United States vessels in or on the navigable waters of the United States, see 33 CFR 164.33.